The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 447 日二十月八年二十二緒光 FRIDAY, SEPTEMBER 18, 1896. 五拜禮 號八十月九英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE :—LONDON.

CAPITAL PAID-UP £600,000
RESERVE LIABILITY OF SHAREHOLDERS £600,000
RESERVE FUND £325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895. [53

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND .....$ 6,000,000
RESERVE LIABILITY OF PROP'TORS...$10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.—Chairman.
ST. C. MICHAELSEN, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving. | T. Kramer, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 15th August, 1896. [31

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [32

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.

Hongkong, 23rd October, 1893. [7

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
SCHEELE & Co.

Hongkong, 15th May, 1896. [821

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY

has a long record of GOOD SERVICES to refer to; its FUNDS, annually increasing, amount to £8,086,402 Stg. The premiums are moderate; and all modern features consistent with safety have been adopted.

For Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 2nd March, 1896. [464

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

TYPHOON INSURANCE.

THE above COMPANY are prepared to ACCEPT RISKS on BUILDINGS against LOSS or DAMAGE by TYPHOONS at Moderate Rates.

For Particulars apply to
WM. MACBEAN,
Local Manager,
HONGKONG BRANCH,
No. 2, Duddell Street.

Hongkong, 8th June, 1895 [941

EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have This Day been appointed AGENTS, and are prepared to accept RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.

Hongkong, 28th April, 1896. [742

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL £3,000,000
TOTAL FUNDS AND SECURITY.....£2,480,053
NET ANNUAL FIRE PREMIA.....£ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 2nd January, 1896. [1373

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [34

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO ..... $833,333.33.
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOO TEO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 19th December, 1895. [1371

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 26th May, 1894. [247

Intimations.

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.

NOISELESS. SMOKELESS.

WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

47] NO PROFESSIONAL ENGINEER REQUIRED.

THE CLUB HOTEL,
5, *BUND, YOKOHAMA.*

HOTEL METROPOLE,
1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [560

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMER	CAPTAIN	TO SAIL	REMARKS
JAPAN, &c.	*Ceylon*	E. G. Andrews	D'light, 19th Sept.	Freight or Passage. (Passing through the Inland Sea.)
SHANGHAI, &c.	*Malacca*	G. C. Henning, R.N.R.	D'light, 19th Sept.	Freight or Passage.
SHANGHAI	*Pekin*	J. F. Jephson	D'light, 19th Sept.	Freight or Passage.
LONDON, &c.	*Kaiser-i-Hind*	C. L. Daniel	Noon, 24th Sept.	See Special Advertisement.
JAPAN	*Ancona*	W. D. Mudie	Noon, 25th Sept.	Freight or Passage. (Passing through the Inland Sea.)
LONDON, *via* MARSEILLES.	*Canton*	A. G. Cubitt, R.N.R.	About 30th Sept.	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.

Hongkong, 18th September, 1896. [431

W. POWELL & CO.
GREAT SALE
FOR
ONE WEEK ONLY.
IMMENSE REDUCTIONS.
W. POWELL & CO.

Hongkong, 14th September, 1896. [1004

TRY IT!!
A MOST DELICIOUS
SPARKLING WINE
EQUAL TO THE BEST
CHAMPAGNE
AT
HALF THE PRICE.

SAUMUR

HAS ALREADY BEEN TRIED BY SEVERAL OF THE BEST JUDGES IN THE COLONY AND PRONOUNCED TO BE
EXCELLENT.

NOTE THE PRICE.
Per Case of 1 doz. Quarts.....$20.
Per Case of 2 doz. Pints .....$22.

LANE, CRAWFORD & CO.

THE HONGKONG BUTCHERY.
VEAL SAUSAGES.
25 CENTS PER POUND.
J. TATAM,
PROPRIETOR.

Hongkong, 1st September, 1895. [49

GUINNESS'S
EXTRA FOREIGN STOUT.
"HORSE HEAD" BRAND.
Guaranteed the BEST QUALITY BREWED.
LONDON BOTTLED.
Each bottle bears GUINNESS'S LABEL
It is the BEST and CHEAPEST bottling of GUINNESS'S STOUT to be obtained.
Per Cask of 4 doz. Quarts... ... ...$13
Per Cask of 8 doz. Pints $17

ESTD. 1864.
TELEPHONE—75.

SOLE AGENTS:—
CALDBECK, MACGREGOR & Co.

15, Queen's Road.
Hongkong, 5th September, 1896. 39

MEALS
MONTHLY RATES FOR
AT H.K. HOTEL.
BREAKFAST $18.00
LUNCH 15.00
TIFFIN 10.00
DINNER 12.50
ALL 3 MEALS .....

FOR SALE.
G. H. MUMM & Co.'s CHAMPAGNE.
In cases of 1 doz. pints.....$35 per case.
do 1 " quarts.....$37 " "
SHELLIM & Co.,
Agents.

Hongkong, 25th June, 1896. [1063

Intimations.

ASBESTOS PACKINGS, JOINTINGS, CLOTH, FIBRE, &c.

TUCK'S PACKING.

PARAGON PACKING.

ENGINE AND CYLINDER OILS.

ALL GOODS GUARANTEED OF BRITISH MANUFACTURE AND BEST QUALITY.

BELL'S ASBESTOS EASTERN AGENCY, LTD.

W. JACKSON,
Manager.

Hongkong, 8th September, 1896. [30

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.
SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

SUPERINTENDENT.....THOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.

1030]

W. BREWER & CO.
NEW BOOKS AND NEW EDITIONS.

CHAMBERS ENCYCLOPEDIA. 10 vols.	$45.00	PAASCH'S FROM KEEL TO TRUCK	$13.50
American Cyclopedia of Commerce, 2 vols.	10.00	Cassell's Science for All, 5 vols.	15.00
History Latin Literature, by Simcox, 2 vols.	10.00	Cassell's Domestic Dictionary	4.00
Forbes' Hindustani Manual	1.75	Every Man his own Lawyer	3.50
Forbes' Hindustani Dictionary (Romanized)	18.00	The Hasting's Chest Tournament	4.00
Breakdown's at Sea, by Leask	2.50	Sandow's Physical Training	4.50
Electric Lighting for Marine Engineers, by Walker	2.50	Human Document, by Mallock	2.00
Route Chart—India and the East	0.80	Short History of English People, by Green	4.50
		Future Trade Far East, by Wakefield	4.00

A RISING YOUNG MAN ALWAYS DRINKS

RAINIER BEER.

IF YOU WISH TO RISE ABOVE STRONG DRINKS TRY IT AND YOU WILL BE HAPPY IN THIS WORLD.

"THE RISING YOUNG MAN."

SEATTLE BREWING AND MALTING Co.,
HONGKONG BRANCH,
ICE HOUSE LANE.

F. BISHOP,
Acting Manager.

Hongkong, 11th September, 1896. [1376

THE PHARMACY.
TANSAN, TANSAN,
TANSAN.

This refreshing and invigorating Table Water contains 5 per cent. more IRON CARBONATE than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH of CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.

605]

P.D.C.

TRADE MARK.
Hong Name:—
YUEN WO.

RARE OLD SCOTCH WHISKY RENOWNED FOR ITS GREAT MELLOWNESS.

TELEPHONE, No. 135. *PRICE* .....$12 *PER DOZEN.*

SOLE AGENTS:—
GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 19, QUEEN'S ROAD CENTRAL.

Hongkong, 9th September, 1896. [490

MOUNT AUSTIN HOTEL.
1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG. A. B. C. Code. | TELEPHONE, No. 135.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.

Hongkong, 9th July, 1896. [98

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

COMPETITION.

THERE will be a SPOON COMPETITION TO-MORROW (SATURDAY), the 19th instant, over the 200, 500 and 600 yards distances, Seven Shots and "Sighter" at each. Firing to commence at 2.30 P.M.

F. SMYTH,
Honorary Secretary.

Hongkong, 18th September, 1896. [1039

TO LET.

HOUSE No. 7, DES VŒUX VILLAS, PEAK, containing SIX BED-ROOMS and SIX BATH-ROOMS.

HOUSES Nos. 1 and 2, BEACONSFIELD ARCADE, facing PARADE GROUND.

OFFICE in BEACONSFIELD ARCADE.

HOUSE No. 17, BELILIOS TERRACE.

GODOWNS in DUDDELL STREET.

Apply to
BELILIOS & Co.

Hongkong, 18th September, 1896. [1457

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Parramatta*.

From Persian Gulf, *ex* B. I. S. N. Co. and Bombay Persian S.N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 24th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 18th September, 1896. [431

FOR KOBE AND YOKOHAMA.

THE Steamship

"NANYO MARU"

will be despatched for the above Ports on SUNDAY, the 20th instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 18th September, 1896. [1404

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Bathurst, will be despatched for the above Ports on SUNDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 18th September, 1896. [1458

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO
YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain A. Harrassowitz, will leave for the above Ports on or about WEDNESDAY, the 23rd inst.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 18th September, 1896. [1447

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PRINZ HEINRICH,"

Captain Cuppers, due here with the outward German Mail about the 22nd instant, will leave for the above place about THURSDAY, the 24th instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 18th September, 1896. [1447

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched as above on SATURDAY, the 3rd October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th September, 1896. [1459

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1894. [497

Intimations.

NOTICE.

I HAVE This Day commenced Business as a GENERAL COMMISSION AGENT.

W. SHEWAN.

Hongkong, 20th July, 1896. [1149

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKEY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896.

DEATH.

On the 14th August, at Southend, Elphinstone, England, aged 8 years, third son of ALFRED E. and EMMA TURNER, formerly of Singapore, Penang, and Sandakan, North Borneo.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 18, 1896.

TELEGRAMS.

REUTER'S MESSAGE.

THE AUSTRIAN PRESS ON THE ARMENIAN AGITATION.

LONDON, September 16th.

The Austrian press is alarmed at the agitation in Great Britain in favour of intervention in Turkey. It accuses Great Britain of fomenting trouble, and declares that any isolated action on the part of England is likely to end in her being expelled from Egypt.

(From *L'Avenir du Tonkin*.)

THE REBELLION IN THE PHILIPPINES.

PARIS, September 8th.

A very serious plot has been discovered in Manila to overthrow the Spanish authority. Reinforcements are being forwarded to Manila from Mindanao.

PARIS, September 9th.

At Manila, the Spaniards took Silang after a brilliant engagement; the rebels loss was 58 killed.

MADAGASCAR.

PARIS, September 6th.

Great Britain has accepted without any objection the new position of Madagascar as a French Colony.

THE KAISER AND THE TSAR.

At the banquet given in honour of the Imperial guests, the German Emperor, speaking in German, thanked the Tsar, in the name of Germany, for his visit to a country where so many of his ancestors had sealed the friendship between Russia and Germany.

The Tsar, speaking in French, replied that he was deeply touched with the welcome of the Emperor, and that he was animated with the sentiments of his illustrious father.

September 7th.

The Tsar has been nominated an Admiral of the German Fleet.

THE TSAR'S TOUR.

PARIS, September 9th.

The Tsar and Tsarina have arrived at Copenhagen, where they will stay ten days.

(From *Bangkok Observer*.)

THE EASTERN CRISIS.

LONDON, September 2nd.

The new Law embodying the newly granted reforms has been promulgated in Crete.

LONDON, September 6th.

A French squadron has been ordered to the Levant, where there is already a powerful British squadron.

QUITE RIGHT!

LONDON, September 6th.

The two Arab editors whose papers, published in Egypt, were suspended for publishing insulting allegations respecting the Queen of England have been sentenced to eighteen months' imprisonment.

LOCAL AND GENERAL.

H.M.S. *Centurion* is now at Nagasaki.

H.M.S. *Pigmy* arrived here this afternoon from Nagasaki.

THE British gunboat *Peacock* has proceeded from Japan to Tientsin.

THE *Grafton*, *Æolus*, *Narcissus*, and *Undaunted* are at Yokohama.

HER Majesty's cruisers *Rainbow* and *Pique* are now on their way to Hongkong from Japan.

*** SPECIAL general meeting of members of the Chamber of Commerce to-morrow at 11.15 a.m.

WE hear that the Jewish Debating Society will give a concert to-morrow at No. 5, Seymour Terrace, commencing at 9 p.m.

ON the 12th inst. the Tanjong Pagar Dock Co. declared a dividend of 7 per cent. and added $70,000 to its Reserve Funds.

THE Public Library has received some new books, the list of which may be inspected at the Library in Bank Buildings.

SIX weeks imprisonment was passed this morning on a "water-rat" who picked a passenger's pocket on the *Fatshan*.

THE Admiral's cruise in the north has come to an end, and the major portion of his fleet are now in Japanese waters—some at Nagasaki and the others at Yokohama.

IN ARKANSAS.—"Wot, stranger! You ask me me if the United States kin lick Spain? Why, sirree, this here blessed State of Arkansaw alone kin lick any nation under the sun that wears bangles on its pants!"

A WINE merchant informs us that Japanese beer will not keep in casks for more than forty-eight hours. What a thirsty race the Japs must be! And what a libel on the far-famed "Kirin" beer brewed at Yokohama!

SCHOOLMASTER: "Now, boys, supposing that the goddesses Diana, Venus, and Juno were to appear before you, what would you do with this apple?" Brown Minimus: "Please, sir, I'd eat it before they asked for it."

WE are informed by the General Managers of the Olivers Freehold Mines, Limited, that a telegram has been received from Australia which indicates the probable failure of the negociations for the sale of the joint properties.

THE Mosque of the Hongkong Regiment, in Kowloon, is now almost completed giving the place quite an Oriental appearance. "Our Very Own" are to be congratulated on the beauty of their new building which looks well in its two shades of terra cotta.

A CHINAMAN was sent to gaol for six months this morning for bringing two men into the colony for the purpose of emigration. He brought the men here on the pretence that they would be found employment as stone-cutters, but the next morning he shipped them to Singapore.

A REUTER telegram from St. Petersburg published in London on the 19th ultimo says:—The Russian Squadron to be despatched to the Pacific in the autumn under the command of Admiral Alexiff will consist of an ironclad, six first-class and two second-class cruisers, two torpedo cruisers, six gunboats, and seven torpedo vessels.

THE *Iltis* appears to be the eighth vessel of the Prussian and German navies which has been lost at sea during the last thirty-six years. The schooner *Frauenlob* disappeared in Chinese waters in 1860; the training ship *Amazone* foundered in the North Sea in the next year; the loss of the *Grosser Kurfürst* off Folkestone in 1878 and of nearly 300 officers and men after collision with the *Kaiser Wilhelm* will be remembered by many; the training brig *Undine* sank off the Jutland peninsula in 1884; the corvette *Augusta* in the Indian Ocean in 1885; and the *Eider* and *Alder* in the great hurricane at Apia in 1889.

MEMORANDA.

TO-MORROW,—19th September.

11.15 a.m.—A special general meeting of the Members of the Hongkong General Chamber of Commerce at the City Hall.

8 p.m.—Concert at Talkoo Club.

SUNDAY,—20th September.

The Transfer Books of the China Mutual Steam Navigation Co., Ltd., closed from this date to the 1st prox., inclusive.

TWENTY years ago the Admiralty were in doubt as to whether the *Victor* would hold together for three years longer. To-day Hongkongites wonder if the *Tamar* will rust away altogether before she takes the *Victor's* place. We hear that the alterations to the latter vessel will probably be completed next year! At this rate we may expect to hear that the *Mæander* will be repaired about the beginning of the next century.

IN reporting the departure of Prince Khilkoff on his railway investigation tour the St. Petersburg correspondent of *The Times* speaks of the Manchurian branch of the Siberian Railway. This, he says, "is absolutely decided upon in principle, whatever Li Hung-chang may say to the contrary." This is what we (*L. & C. Express*) have always insisted was extremely probable. The French have driven in the wedge by securing permission to extend the Tongking lines into Kwangsi. Why should Russia not do the same in the north?

THE dispute between Nepaul and Thibet has not been concluded as was hoped. It is, says the *L. & C. Express*, believed that the British Government will not interfere to preserve Thibet from well-merited punishment at the hands of the infuriated Goorkhas; and it is certain that the latter will not pay the heed they formerly did to the threats of the Chinese. A Nepaulese invasion of Thibet might terminate in the annexation of a considerable part of the southern border of Thibet, if not in a siege of Lhassa.

THERE are, it appears, some modern Quixotes in England as well as in France. In humble imitation of twelve pilgrims who start from Amiens, to go on foot to Jerusalem in celebration of the eight hundredth anniversary of the beginning of the Crusades, "The Society of the Crusades," 17, Victoria-street, Westminster, London, has announced that, "considering the part played by our English kings, princes, and people in the Crusades against the Turks for the recovery of the Holy Sepulchre, it will have a separate pilgrimage to Jerusalem, leaving England about September 20th. It is proposed to hold a meeting in the Christian Temple, Jerusalem, on October 21st, in order to consider the subject of a memorial to the English who fell in the battles of the Crusades.

WE are glad to hear from Foochow that success has attended the efforts of Mr. Fraser, of the firm of Fraser, Ramsay & Co., to improve the preparation of the black teas exported from that famous tea market. Mr. Fraser, who has visited the tea factories in Ceylon and India, imported rolling machinery, got it up-country, and has turned out tea which the *Foochow Echo* describes as equal to any of the Ceylon and Indian tea which are so popular with the masses in England. This "revised version" of Foochow tea marks, it may be hoped, the turning point in the languishing tea trade of Foochow, and as the enterprise is in the hands of the locally formed "Foochow Tea Improvement Company," which is managed by Mr. Fraser aforesaid, and as the foreign and native tea merchants have all to gain and nothing to lose by much-needed *improvement* in Foochow teas it is probable that machinery will soon be imported on a large scale and that there will be quite a revival in the trade of the port. We hope so.

THE story of how Nansen found Jackson, or Jackson found Nansen, whichever it may prove to be, is assuredly one of the most extraordinary in the history of travel. The Jackson party were wintering in comparative luxury at Cape Flora, near Elra Harbour. Nansen and Johansen pushed south with their remaining two dogs and their skin canoes, and after traversing on water the part marked on the maps as Franz Josef Land, they were stopped on August 26th, 1895, by the approach of winter, just eighty miles from the quarters of the other expedition. There they remained, without being discovered, till May 19, 1896. Nansen had allowed his two watches to run down, because, it being practically always daylight at one season, no night had come to remind him to wind them. Therefore he could not possibly find his longitude, and thus determine his position and choose his route. Under these circumstances, for the two groups of explorers to meet was a far more wonderful coincidence than for two needles to come together in a hay-stack. The surprise of both must only have been equalled by their delight, and to the coincidence Dr. Nansen owes at least his escape from a further series of dreadful hardships and dangers, and possibly from a lingering death.

IN the course of a leader on the installation of Lord Salisbury as Warden of the Cinque Ports the London *Standard* says:—Lord Salisbury used words of unmistakeable significance. The earlier part of his speech, in acknowledgment of the toast of his health as Lord Warden of the Cinque Ports, was, as became an occasion of ceremonial compliment, conceived in a light and graceful mood; but became deeply and impressively in earnest when he looked beyond the coasts with whose defence his new dignity is immemorially associated. The aspect of the world at large, he told his hearers, is one of "unbroken and unquestionable peace." In South-Eastern Europe there is, however, "a centre of rottenness from which disease and decay may spread to the healthier portions of the European community." So long as that state of things exists there is danger of trouble. Nor must England imagine that she "may not be called upon to go to the front" and take part in the perils of the time. The Prime Minister gave an emphatic warning alike to the Turkish Empire and to his own countrymen. To the Government of the Sultan he spoke of the punishment which in the course of events may befall it; his countrymen he reminded of the possible need for England to "write her name again as the maintainer of civilisation, as the friend of peace, and as the indomitable defender of the liberty of an independent people." Great Britain will act with the Powers, not independently of them.

SENSATIONAL TRIAL AT BANGKOK.

THE FRENCH MINISTER CAUSES A HUGE SENSATION IN COURT.

In July last the Siamese authorities arrested a Cambodian named Kadir whom they charged with wilful murder of a Siamese in the dominions of the King of Siam. The man claimed French protection, asserting that he had registered at the French Consulate. The French Minister, M. Defrance, claimed the right to try the man, but the Siamese Government asserted that he was not a French subject and refused to give him up. Many despatches passed between the French Minister and the Siamese Foreign Office, but all to no purpose as far as the French claims were concerned, and we now find it stated in the Bangkok daily papers of the 7th September (received here to-day) that on the 7th instant the man Kadir was brought up for trial in the Siamese Criminal Court before their lordships Phar Wechitnarong, Phra Krasame Sookare, Phra Petcharona, Phra Soot Charit, and Luang Yanaprakat. Phra Kria See prosecuted on behalf of the Siamese Government. Entrance was by ticket, but besides reporters from the local papers there were no Europeans present in Court. Petty officials and natives composed the greater part of the spectators.

Before the hearing had gone very far a huge sensation was created in Court by the arrival of the French Minister-Resident accompanied by M. Hardouin, French Consul. M. Defrance advanced to the Bench and protested against the trial of the prisoner by a Siamese Court. He spoke to the following effect:—"I have already protested to the Siamese Government against the detention of Kadir, and against any judgment that a Siamese tribunal may render against him. I am informed that in spite of these protests the trial of Kadir has commenced to-day. I therefore wish to again protest before this Court. You have no right to judge this man, since he is under the protection of France. If this Court persists in trying the prisoner, I place all responsibilities for such course upon the Siamese Government."

After M. Defrance had completed his protest, in French, M. Hardouin repeated the substance of the words in Siamese. When this had been done, the French Minister, turning to Kadir, continued in French:—

"Tell Kadir that I forbid him to reply to t questions addressed to him."

This was also translated into Siamese by M. Hardouin and addressed to Kadir, who acknowledged the order by a bow. The French Minister and Consul then bowed to the Judges and left the Court. The surprise of the Judges was, says the *Siam Free Press*, evidently great, no attempt was made to reply, and for half a minute the Court sat in consternation at the turn the trial had taken and before the gravity of the situation created by the vigorous protest of the French Minister on behalf of his Government.

The Court adjourned for half an hour in order to acquaint the Government with the protest of the French Minister and to receive instructions how to proceed.

At 12.05 the Judges again took their seats. It had been decided to continue the case *coute que coute*. Kadir was brought in and the case proceeded.

NEWS BY THE ENGLISH MAIL.

London, August 21st.

The late Sir John Everett Millais President of the Royal Academy, was buried yesterday in St. Paul's Cathedral.

The Korean Ambassador Extraordinary and his suite left St. Petersburg to-day on their homeward journey.

Nothing has yet transpired as to the new mail contract with the East, Far East, and Australia.

The Rev. Alfred Iliff has been appointed Chaplain at Hongkong to the shipping afloat, and to St. Peter's Institute ashore.

At Grenoble on 16th inst. a monument to the memory of Captain Doudart de Lagree was unveiled, amidst a scene of much enthusiasm, by M. Le Myre de Vilers.

It is said an attempt is to be made to reach Lhassa by a British official, who proposes to travel as a trader from the Chin or Shan States.

The gross value has been entered at £1,372,163 10s. 10d. of the personal estate in the United Kingdom of the late Baron Hirsch.

John Daly, the treason-felony prisoner, was released from Portland yesterday, and was met by a number of friends with whom he travelled to London.

The Report of the Vaccination Commission has been issued. The Commission reports that vaccination has a marked effect in reducing both the prevalence of and mortality from small-pox.

It is stated that Dr. Jameson is engaged in writing what is believed to be a record of the Transvaal Raid. He devotes nearly the whole of his time in his cell at Holloway Prison to its compilation.

The well-known German anthropologist, Adolf Bastin, *who is close upon seventy, has started* on an exploring journey into the heart of China, with a view to study the middle races of the Celestial Empire.

Mr. B. Howard, the English traveller, who has been for several years in the island of Saghalien, where he has been observing the manner of life of the convicts there, has arrived at Nijni Novgorod.

The German Minister of War, Bronsart von Schellendorff, has resigned, and his resignation has been accepted. He returns an active general to the army. General von Gossler has been appointed to succeed him.

A spirit of disquiet and unrest continues to disturb various districts of Spain. Rumours of Republican and Anarchist plots abound, and mysterious explosions at Barcelona serve to keep alive the feeling of insecurity and uneasiness which has so long existed in that city.

Prince Khilkoff, the Russian Minister of Ways of Communication, has left St. Petersburg on a tour round the world with a view of securing the best information as to American and English railway practice, and studying the navigation of inland waterways.

Lord Salisbury was formally installed at Dover on 15th inst. as Lord Warden of the Cinque Ports, and, replying to the toast of his health at the public banquet, he alluded to the Eastern Question, and declared Turkey to be a gangrene and a centre of rottenness.

The German *Imperial Gazette* has published a warning against the firm of Wagen Frères, at Yokohama, natives of Switzerland. The firm has recently been in liquidation, and at present is continued under the name of John F. Wagen, a partner of the old firm. The firm, it states, at present carries on business in the same manner, in inducing merchants and factories to send out merchandise on consignment, for which goods payment seldom or never ensues.

Major von Wissmann, the Governor of German East Africa, is still travelling in Germany, and will return to Lauterberg at the Harz Mountain at the end of the current month. It is reported from several sides that the Governor, although still a young man, will not return to Africa, in which case he would very likely return to the army. As the Governor is actually about to acquire a suitable country seat for the future these rumours deserve attention.

The Parnellite members of Parliament have issued a manifesto to the "Irish people" in which they condemn the so-called Irish National Convention, which is shortly to assemble, as a factionist gathering, and an imposition and a fraud. The manifesto goes on to state that on Oct. 12th a great anniversary demonstration will be held to honour the memory of Charles Stewart Parnell, Ireland's greatest leader, and that on the following day a Convention will take place in Dublin of the men "who still hold by the principles which Parnell laboured for in life, and are still prepared to take their part in the struggle to carry them into effect in politics."

The London *Gazette* formally announces that the Queen has appointed his Excellency Li Hung-chang to be an Honorary Knight Grand Cross, and Li Ching-tong to be an Honorary Knight Commander, of the Royal Victorian Order.

Lord Li travelled to Southampton on Wednesday to inspect the *St Louis*, on which the Chinese Envoy proceeds to New York on Saturday. Mrs. Moffitt, sister of General Gordon, is desirous of presenting to Li a handsomely bound copy of a facsimile of the last of the six volumes of journals despatched by General Gordon before the fall of Khartoum.

NAVAL AND MILITARY.

At Chatham Dockyard on 18th inst. the *Handy* and the *Hart* torpedo-boat destroyers were commissioned for Hongkong.

The *Edgar* cruiser, Captain W. H. Henderson, left Aden on 20th inst. homeward bound.

The trial took place in Liverpool Bay of the new torpedo-boat destroyer *Thrasher*, which has been built by Messrs. Laird Bros., Birkenhead. The craft developed a speed equal to 36 statute miles an hour.

After his return to town from Eynsford on 13th inst., Li Hung-chang gave a long audience to Captain Lang, when, it is understood, the terms under which that officer would be prepared to take over the organisation of the Chinese Navy were discussed at considerable length.

It is announced from the War Office that the Queen has approved of some important and useful changes in the uniform of Army officers. The present staff patrol jacket is to be superseded by one of blue angola or serge, full in the chest, with broad back and slits at the sides, and with four inside and four outside pockets. The Infantry blue patrol jacket is to be replaced by a blue serge jacket of pattern similar to the scarlet serge patrol jacket, except that collar cuffs, and shoulder straps will be of the same colour and material as the jacket. Officers commanding regimental districts will wear the uniform of their districts, but in the case of two regimental districts being under one command, the officer will wear the uniform of the regiment to which he formerly belonged, otherwise the uniform of the senior regiment. In the Army Ordinance Department the patrol jacket will be worn only by officers who do not wear the frock coat. In regard to horse furniture, saddle-cloths will be discontinued, also the bearskin flounce, except in the Brigade of Guards. Permission is given for the present equipment affected by these orders to be worn until the end of 1898.

SHIPPING.

There are about 32 vessels, aggregating 35,000 tons, laid up in the Tyne.

New engineering and shipbuilding works have been opened at Govan by Messrs. McKie & Baxter.

The Italian Parliament has passed the Bill for the continuation of the bounties on the construction and sailing of Italian shipping. The Government have announced their intention of raising the anchorage dues at Italian ports from 1 lira to 1.40 lira per register ton. Vessels may, however, compound for these dues for a year by paying 4.20 lire.

The Nippon Yusen Kaisha have just given out orders for five more steamers, of between 5,000 and 6,000 tons gross each, to the following firms:—Messrs. D. & W. Henderson & Co., Partick, for three, and Messrs Napier, Shanks & Bell, Yoker, and Messrs Workman, Clark & Co., Belfast, for one each. These are in addition to the vessels these builders have already in hand for this Company.

Some correspondence has taken place between the Merchant Service Guild and the Liverpool Steamship Owners' Association respecting the proposed Shipping Council Bill. The Guild were asked to consider a memorandum prepared by the Liverpool Association, and at a meeting of the Guild last month the following resolution was carried unanimously:—

Resolved, that we, the Merchant Service Guild, being captains and officers in active service, disapprove of, and will oppose the creation of a Shipping Council such as that proposed by the North of England Protection and Indemnity Association. We are, after careful consideration, satisfied that the existence of such a Council would be distinctly injurious, and of disadvantage so far as the protection of shipping interests is concerned.

THE RUSSO-CHINESE TELEGRAPH CONVENTION OF 25th AUGUST, 1892.

[Communicated to *North China Daily News*, 21st November '92.]

An independent State has the absolute control of telegraphs within its territory. Junction of the telegraph lines of any two adjoining States can only be effected by a special Convention between two States.

The European Governments, with most of their dependencies and colonies, and some extra-European Governments, whose lines had previously been connected at the respective frontiers according to such special Conventions, have concluded the International Telegraph Convention of St. Petersburg 1875 (with the annexed Service Regulations, revised at Paris 1890) containing the stipulations under which the contracting Parties agree to work their International lines.

The International Telegraph Convention is a voluntary agreement between the contracting Parties, from which agreement each of the contracting Governments has reserved to itself the right to withdraw altogether (Int. Telg. Conv. Art. 20) as well as the power to suspend the service of the international telegraphs for an indefinite period if it judges it necessary (Int. Telg. Conv. Art. 8).

The International Telegraph Office at Berne is the common secretariate established for the purpose of exchanging communications regarding their common business between such Telegraph Administrations as are parties to the International Convention. The United States of America, British North America, most of the South American States and some other countries are *not* parties to the International Telegraph Convention.

When China wished to connect her telegraph lines with the Russian telegraph lines on the Russo-Chinese frontier she had to conclude a convention with Russia for that purpose. There was no other means.

As far back as in 1865, Russia had invited China to establish such connection, proposing that China should construct a telegraph line from Tientsin to Kiakhta and there connect this Chinese line with the Russian lines. China at that time declined the invitation.

In 1869 Russia granted to the Great Northern Telegraph Company a concession for connecting, by submarine cables, the Russian telegraph system at Vladivostock with Nagasaki, Shanghai, Foochow, Amoy and Hongkong, subject to the necessary landing permission from the respective governments; Russia giving the Great Northern Telegraph Company, in consideration of the expenses incurred by the undertaking, certain guarantees against tariff competition from eventual Russo-Chinese landline connections, as far as regards the ports which the Great Northern Telegraph Company undertook to connect by submarine cables with the Russian telegraph system at Vladivostock.

In 1887, after China had introduced telegraphs and extended her lines to the Russian frontier, China on her side invited Russia to connect the landlines on the frontier. Russia at once was willing; but as to the conditions for connection, she had necessarily to take into due consideration the above mentioned guarantees by which she had bound herself to the Great Northern Telegraph Company, *after* China had rejected Russia's aforesaid original proposal of 1865 for an unconditional connection.

The negotiations on this point have now resulted in the conclusion of a telegraph convention between *China and Russia*, signed on the 25th August this year (1892).

According to this convention, which is concluded for ten years, the Chinese and Russian landlines will be connected at three places on the frontier, viz. at Wenchuan (Nevoklevsk) at Hlampo (Blagoveiestchensk), and at Kiakhta.

The telegraph charges for transmission *via* the said junctions, from any station in China, will be, per word:—

To Europe (excepting Russia) ...	$2.00
„ Russia in Europe	1.12
„ Russia in Asia.....	0.88

The convention stipulates for reduction of these charges in case other telegraph routes should establish lower charges—also that the charges at any time may be modified by the common consent of the two contracting parties—further that the stipulations of the International Telegraph Convention shall be applied to the correspondence *via* the said junctions.

The charges fixed for transmission *via* the Russo-Chinese junctions are considerably lower than the existing charges *via* the cables and Vladivostock. The following table gives the *reduction per word* from different places in China, as compared with the existing charges *via* the cables and Vladivostock:—

Reduction per word.

FROM—	To Russia in Europe.	To Russia in Asia.	To Europe (exc. Russia) & America.
Shanghai, Foochow..., Amoy	$0.63	$0.62	.....
Seoul	1.15	1.14	$0.52
Peking.....	1.03	1.02	0.40
Newchwang	0.95	0.94	0.32
Tientsin ..., Chefoo.....	0.93	0.92	0.30
Hankow	0.91	0.90	0.28

and so on.

This considerable reduction of the existing charges has been established notwithstading the depreciation of the value of the dollar.

The charges for Shanghai, Foochow, and Amoy's correspondence with Europe will, until further notice, be the same *via* the Russo-Chinese junctions as *via* the cables and Vladivostock, owing to the aforesaid guarantees, previously granted to the Great Northern Telegraph Company by Russia; but when the Kiakhta junction shall have been established, probably next autumn, Shanghai, Foochow and Amoy will obtain, at equal charges, an additional telegraph route to Europe, which will be shorter, quicker and safer than the present cable route *via* Vladivostock, as the Kiakhta line cuts out the section of the Russian lines between Irkutsk and Vladivostock, a distance, by wire, of nearly 3,000 English miles, which is subject to periodical interruptions from floods and other unavoidable causes.

The further transmission, beyond Russia, of telegrams to their destination in Europe and America will be effected by the shortest and quickest route:—

Via Thorn (*Germany*), telegrams to Germany, Holland, Belgium, Switzerland, Spain, Portugal, France and America (by the French Atlantic cables); England (by the Anglo-German cable); and America (by the English Atlantic cables).

Via Austria, telegrams to Austria and Italy.

Via the Great Northern's cables to Europe, telegrams to Scandinavia, England and America (by the English Atlantic cables.)

And so on—unless otherwise directed by the sender.

The special charges which have been established by this convention for correspondence exchanged between the two neighbouring States, China and Russia, are in accordance with the Int. Telg. Conv., Article 17 and Serv. Reg. 79.

The Franco-Chinese Telegraph Convention of 1885 for the junction of the Chinese and French landlines on the Tongking frontier contains a similar stipulation for correspondence exchanged between China and French Indo-China.

Such arrangements exist between nearly all adjoining States, whose lines are connected, and when England shall be ready to connect her Indian landlines with the Chinese landlines on the Burma frontier, similar arrangements will probably be adopted for correspondence *via* such junction between China and India.

The convention is concluded for ten years and will expire about the same time as the Franco-Chinese Telegraph Convention of 1885; at which time will also terminate the English and Danish companies' landing arrangements at Shanghai and Foochow, which were sanctioned by the Tsungli Yamên and the British and Danish Ministers at Peking, in 1883, to last for twenty years. The Great Northern Telegraph Company's twenty years' exclusive monopoly in Japan will also expire at the same time.

The Russo-Chinese Telegraph Convention is in accordance with International Law and with the International Telegraph Convention; and so it had to be, according to the Int. Telg. Conv. Serv. Reg. §87, which gives the rules for the opening of telegraphic relations with non-adhering States.

The Russo-Chinese Telegraph Convention is a decided step forward in the direction of the development and facilitating of international telegraphy: the Chinese Telegraph Administration employs her increased revenue, resulting from the new junctions, in the construction of a new international telegraph line, 3,000 *li* long, to Kiakhta, which will establish an additional and highly efficient telegraph route between China and Europe, while at the same time considerable reductions of present telegraph charges are introduced, as far as existing and previously contracted obligations have allowed.

There exists therefore no ground for complaint or protests on account of the conclusion of this Convention.

If any mistake has been committed, such is of an older date.

It was the body of Foreign Ministers at Peking, who, by their collective note of December, 1874, to Prince Kung, the late President of the Tsungli Yamên, moved the Chinese Government to recognise and protect the Danish cables in China, but without, at the same time, recommending the Chinese Government to impose on the cable company such terms and conditions as are, and at the time were, customary in Europe.

It was the Foreign Ministers at Peking, of the countries to which the Great Northern Telegraph Company and the Eastern Extension Telegraph Company belong, who in 1883 moved the Tsungli Yamên to sanction a working agreement with the English and Danish cable companies, to last for twenty years, without imposing on the companies any restriction whatever as regards their tariff.

China, which, at the time, had but a limited experience of international telegraph details, naturally supposed that the arrangement proposed by the Foreign Ministers was in accordance with established international telegraph rules, and expected that the arrangement would work satisfactorily, at any rate to the satisfaction of the foreigners themselves. If it has turned out otherwise, China cannot help it.

However, China has been endeavouring to do her best, under the circumstances, to develop international telegraphy, not wishing to leave to the combined cable companies the undisputed control of China's international telegraph correspondence.

In 1888 China concluded with France a telegraph convention, based on liberal and progressive principles, for connection across the Tongking frontier at two places, viz., *via* Mengtse in Yünnan and *via* Lungchow in Kuangsi.

When China next wished to establish an overland telegraph route to Europe, two routes were to be considered, namely, *via* India and *via* Russia; in either case China necessarily would have to come to an arrangement, as to the conditions for connection, with the respective Governments before connection could take place.

England has hitherto made no advances or proposals to China for connection on the Burma frontier; on the contrary, as recently as in 1890, at the International Telegraph Conference at Paris, England altered her Indian transit rate, which until then, "for all telegrams and between all Indian frontiers," had been uniform, viz. franc 0.75, and introduced a *differential* Indian transit rate, namely franc 0.35 for telegrams "*via* cables" (*that means* China *via* Eastern Extension Co.) and, franc 1.50 for telegrams "*via* landlines" (*that means* China *via* Burma frontier.)

This alteration of the Indian transit rate, introduced *after* it was known that China was ready to connect *via* Burma, did not point to any inclination on England's side to establish cheap charges *via* such junction.

Besides, from India to Europe the Chinese Telegraph Administration's traffic would have to pass by the cables of the English "Eastern Telegraph Company"—which company has interests and management in common with the Eastern Extension Company—which might lead to complications.

On the other hand, Russia had always been willing to negotiate with China for connection. Russia's transit rate is the same "*via* cables" (that is, China *via* Great Northern Co.) as "*via* landlines" (that is, China *via* Siberian frontier).

Besides, the route *via* Kiakhta is the shortest possible and *the best* between China and Europe.

Such was the situation which led to the conclusion of the Russo-Chinese Telegraph Convention.

This Convention will effect a considerable increase in the revenue of the Chinese Telegraph Administration, *first*, because the Chinese lines, when the Kiakhta line shall have been built, will get a portion, and that in proportion to the efficiency of the Kiakhta line—of Shanghai, Foochow and Amoy's traffic with Europe and America, of which traffic the Chinese lines hitherto without the Russo-Chinese junctions can have no share, and, *secondly*, because the whole traffic from all other stations in China—a traffic which is increasing every year—will pass *via* the Russo-Chinese junctions, by which route the total charge is considerably lower than *via* the cable route (see the table above), while at the same time the Chinese proportion of the total charge is considerably higher *via* the Russo-Chinese junctions than *via* the cable route.

This increase of her revenue, the Chinese Telegraph Administration, in the true spirit of telegraphic development, will expend on the construction of the Kiakhta line and the establishment of other new junctions.

It is not yet quite eleven years since the first Chinese telegraph line, between Tientsin and Shanghai, was opened, and ever since then the construction of lines all over China has been pushed forward under the management of the Director General of Telegraphs, Shêng Taotai.

The Chinese telegraph system already comprises about 42,000 *li* of line, carrying 58,000 *li* of wire; stations have been established in 172 different towns; and Formosa, the Pescadores, and Hainan have been connected by submarine cable with the mainland. From Hchlungkiang to Hainan and from Corea to the Burma frontier of Yünnan the Chinese telegraph lines stretch over greater distances than from Norway to Sicily and from Lisbon to the Caucasus.

Next year will see the extension of the Chinese lines from Kaneuk to Ili and from Peking to Kiakhta.

THE BRITISH COMMERCIAL MISSION TO CHINA.

LONDON, August 21st.

It is assured, beforehand, that a French Exploring party will produce an admirable account of their Mission; and the shadows which the coming report of the Lyons Mission to China has "cast before" convince us that this reputation will be sustained. Whether it will conduce to the increase of French commerce is another question. Speaking from a French point of view, we are not sanguine; speaking from an English point we are not apprehensive. From the days when Louis XIV. tried to establish political ascendancy in Siam, and French manufacturers objected that Indian cloths competed inconveniently with their own, French policy has relied on annexation and protection. It has been frankly admitted, in our day, that French manufacturers cannot compete with our own in an open field; and, as discriminating tariffs cannot well be imposed in South-west China, we have little fear but that England will get her fair share of any trade that the investigations of the Lyons Mission may tend to promote. England is about to return the compliment. A Mission promoted by the Blackburn Chamber of Commerce is about setting out to explore the same region, and we shall be expressing the feeling of its promoters in saying that our friends across the Channel are cordially welcome to whatever facts it may ascertain. Our methods are different. Of open competition we have no fear. Strenuous rivalry suits our temperament. All that we ask is a fair field and no favour. Complaints are occasionally made that English officials do not foster the commercial interests of their countrymen, like those of other countries; but we do not believe Englishmen abroad desire, at all generally, that they should descend to do so. What is desired is that they should "keep the field," and avert favouritism. Left to himself, the Englishman believes—as Sir Cecil Smith phrased it at the China Association dinner—that he need take no consideration of rivals: he can go alongside them without the slightest jealousy; and there is no grain of jealousy—albeit plenty of wholesome rivalry—in the scheme of the Mission which is to start this week on its journey of exploration through Western China.

It is of the topographical necessities of the case that the routes followed should broadly coincide. One who would reach Szechuan goes up the Yangtsze to Chungking, as naturally as the Normans sailed up the Seine to Rouen. Nature has so configured things that Chungking is the great centre of communication and trade. The trip so far will be nearly pure pleasure. It is at Chungking that the business and the "roughing" will begin. What the Mission will probably wish to ascertain is the nature of the surrounding communications, the character of the fiscal question, and the prospect of creating new, or modifying existing, conditions of trade. Careful inquiries made by a member of the Customs staff during a journey, some years ago, to Chungking led to the inference that taxation is not excessive; the price of goods, as compared with Hankow, precluding the idea. The inquiry was conducted, however, alongside the water highway; and the Mission will be interested, probably, in ascertaining what happens farther inland. The precise amounts levied are probably not ascertainable, for the reason that they are indeterminate. The Government may propose, but the *likin* officials dispose. The price of goods in inland shops will afford a test; and the lateral excursions which these inquiries entail will afford opportunity for learning the conditions of trade. It has been a common complaint that Chinamen want 16 in. cloth, but that Manchester will produce only 32. The Mission may be able to satisfy itself whether potential demand has been checked by a conservatism which declines to alters its machinery. Much has been said lately of the superior adaptability of our Continental rivals. Here is a broad issue into which the experts of the Mission can inquire. The moment is a crucial one in other respects. The nascent Chinese cotton mills, the active rivalry of Japan, questions of wages, currency and staple, and the possibility of Lancashire sustaining or increasing the competition—are all questions which will gain in lucidity from investigation by experts on the spot.

No journey of exploration in Western China would be complete that did not embrace Yunnan, though explorers leave it somewhat doubtful whether there is very much in Yunnan yet to explore. The plague is there and copper and tin are there; but the misgovernment which brought about rebellion, and then made a desert and called it peace, has entailed such ruin that the province is a source of expense instead of income to the Peking exchequer; and a region which is not self-supporting can hardly deserve the epithet "rich" which it has been the fashion to apply. One of the results of the Lyons Mission was, however, to confirm the inference deducible from Mengtse Customs returns—that population and industry are reviving. If only on account of its reputation, Yunnan will offer an interesting field; and not the least interesting feature of inquiry will doubtless be as to the potentialities of trade routes. Travellers along the West River insist on the traditional importance of this great waterway before the Taeping and Mahomedan rebellions destroyed commerce at its source and the opening of the Red River diverted its reviving stream. The river is, however, little known: its affluents still less; and there is here a field of inquiry scarcely less interesting than awaited the delegates whom the Shanghai Chamber of Commerce commissioned, nearly thirty years ago, to explore the Upper Yangtsze to Chungking. It is certain, beforehand, that Mr. Bourne and his colleagues will discover no such teeming field; but they may ascertain much both of present and potential value.—*L. & C. Express.*

CHINESE FINANCE.

AN IMPORTANT SUGGESTION.

Mr. E. H. Parker writes to *The Times* as follows:—It is being generally stated that one of the chief objects of H.E. Li Hung-chang's visit to England is to endeavour to obtain the consent of the British Government to a general *increase of the import tariff, in order* that China may be better able to meet her numerous obligations. The loans she has contracted total £38,610,000, all on the security of the foreign Customs revenue, and rendering China liable for an annual sum of £1,723,605 interest. The foreign Customs revenue for 1895 amounted to Customs Tls. 21,385,389, or roughly nearly double the sterling sum for which China is liable in interest on loans.

Her main expenses at the present moment are (famines, rebellions, Yellow River, and other accidents apart)—Tls. 7,000,000 for the Manchu organisation at Peking, Tls. 1,000,000 at the outside for the Court, Tls. 5,000,000 for the frontier armies as distinct from the internal forces—the frontier armies of Kashgaria, Dzungaria, Kan-su, Tsitsihar, Manchuria, Tientsin, Yennan, and Kwangsi; to which add Tls. 2,000,000 for permanent Yellow River repairs. This modest sum of Tls. 15,000,000, or, say £2,500,000, is about the amount now produced by general *likin*—*i.e.*, by the inland barrier taxation which so harasses foreign trade. Of course double, or even treble, that sum is actually collected, but the excess serves in part to make the fortunes of the official body in the provinces. Mr. Parker proceeds:—

The land-tax ought to produce about Tls. 30,000,000 a year; but what with exemptions, dearths, floods, &c., it may be safely said that Tls. 20,000,000 is the *maximum* ever officially reported. It has been frequently stated by Peking censors that five, or even ten, times the nominal tax is wrung from the people, and I have over and over again ascertained this to be a fact in my travels through many provinces; but this excess, again, serves to support a bureaucracy for whom the central Government does nothing, and an army of police, "satellites," &c., for whom the bureaucracy does nothing.

As to the salt revenues, which rank above *likin*, and are almost on a par with the land-tax, salt is the backbone of innumerable industries, as with *likin* and the land-tax, a fraction of the receipts, but in this case even a less proportion, say Tls. 10,000,000, is officially reported, and is available to the central Government; untold millions go to the bureaucracy, the armies of official harpies and the innumerable syndicates, junkmen, and others who fatten on the salt industry in one way or another. If, therefore, we leave to China her salt and her land-tax, to manage as she may list, until such time as she may be ripe for further financial improvement, we run no risk of causing popular discontent; abandon to the bureaucracy their chief "squeezes," and we in no way disturb the existing administrative harmony.

But, I submit, there is a way, and a simple way, in which we can double or treble the revenues of the central Government; compensate the bureaucracy for any imaginary damage done to their interests by the course I am about to advocate; enormously increase the volume of foreign trade; confer a great boon upon European merchants; and work an inestimable benefit upon the Chinese people at large.

If we were to consent to raise the average import duties to double what they now are (or a quarter more, or a third more), and stipulate in return for the absolute abolition of *likin* throughout the whole Empire, we should be doing what the instance of foreign opium has shown to be perfectly feasible. In 1887 we consented to an enormous *likin* being collected on opium at the same time that the insignificant import duty was levied. This *likin* amounted in 1891 to the respectable sum of Tls. 6,200,000, or a million sterling. There could not be a better proof of the ease with which the central Government can, if it chooses, put a total stop to *likin* barriers than the fact that ever since 1887 all *likin* trouble with opium disappeared as if by magic. In one or two cases a misguided Viceroy—for instance, Li Han-chang, brother of Li Hung-chang—has tried a 'prentice hand upon opium, but such attempts have always been instantly suppressed by express telegraph from Peking.

At first sight our merchants may look askance at a wholesale increase in import duties, and special measures would certainly be necessary to protect our cotton goods from local manufactures. It would also be necessary to have some hold upon the increased revenue, so that the instantaneous compensation might be offered in cases where any attempt should be made to impose taxes in the interior.—Against all this, however, must be set the enormous impetus which would be given to foreign trade by the utter disappearance of all trading obstacles through the length and breadth of the land; the enhanced activity in land; the consequent increase of wealth and confidence; the disappearance of irritating diplomatic questions, and so on.

Out of the largely increased revenue thus raised, it would be necessary to set aside, say, Tls. 15,000,000 to compensate the provincial Governments liberally for the losses incurred by them. Thus they would become the friends instead of the enemies of the foreign Customs, and the first solid and important step would be taken towards the regeneration of China.

TWO VIEWS.

MADE IN ENGLAND.

Despite the increase in the number and quantity of textile and other manufactured goods which are made in Germany, it is pleasing to learn from a Teutonic organ of repute that "Made in England" are still words to conjure with in many better class articles, even among the Germans. For instance, a writer in the *Allgemeine Zeitung* affirms that Great Britain leads the way in the production of furniture, carpets, wall papers, and all other articles which go to make up the artistic and comfortable home, and nowhere, we are told, are these goods more popular than in the Fatherland. The writer includes in his list even glass, though we are commonly told that Bohemia is the source of cheap production of that article. The Teutonic authority adds: "From month to month we hear and see more frequently that English and American furniture, carpets, and stuffs are imported wholesale and sold; that rich people fit up their houses in the English style—in short, that something like an Anglo-American fashion threatens us, in the same way as a French fashion long ruled in the past." There are English shops in all the large towns, and our best and most costly manufactures find a ready sale there, because they are well made, because they are useful and convenient, and because they are artistic in design. It is also stated that the "Arts and Crafts movement" has created an extraordinary impression in Germany, and that the present popularity of English furniture is in no small measure due to our well-known designers.

MADE IN GERMANY.

As long as it acts as an incentive to increased enterprise and energy on the part of our manufacturers and merchants, there is no harm in pointing to the success of German competition with our foreign trade. In some instances that success is conspicuous, but in this question as in others there is a tendency to exaggerate, and to read some of the fulminations on the subject which have recently appeared one might almost imagine that we had better throw up the sponge altogether and hand our best customers over to the tender mercies of Germany. As a matter of fact, while it would be dangerous to under-rate the competitive powers of our rival, there is certainly no need for despair, or even alarm. Some excellent statistics on the matter are given in the current *Economist*, from which we find that looking over the past *seven or eight years Germany* has not increased her exports more than we have, either absolutely or in relation to population. Again, we are asked to deplore the fact that Germany now sends us more of her own goods than she used to do. The increase, if it be analysed, will be found to be mainly in sugar, which, owing to the bounty system, Germany sells us at less than cost price—*for* which our heartiest thanks are due. Moreover, if we are taking more German manufactures Germany is taking more British manufactures, and that without any artificial bounty. As a matter of fact, while Germany is competing successfully in many of our markets, the statistics show that we are competing successfully elsewhere. And it is easier for Germany to make an impression upon our immense figures than for us to make an impression upon her comparatively small ones. Stimulated by the rivalry of a worthy competitor, let us continue in enterprise; not in bemoaning a state of affairs which pessimists picture for us from the imaginations of their hearts.—*Pall Mall Gazette.*

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(*Before his Lordship Dr. J. W. Carrington, C.M.G., Chief Justice.*)

September 18th.

A MAIDEN ASSIZE.

On his Lordship taking his seat the Registrar said—My Lord, it is my pleasing duty to inform your Lordship that no cases have been committed for trial at this Session. How often this has happened before I can speak with no authority. Be that as it may, an occurrence of this sort is one for which we might congratulate ourselves. Surrounded as we are by hordes of people, the mass of whom belong to the untold millions to whom law and justice are unknown quantities, I think that we Britishers in a British colony may well be proud of such an occurrence. According to traditional custom in the home country at a maiden Assize the clerk of the Crown generally presents a pair of white gloves to the Court. It is also my pleasing duty on this occasion to present your Lordship with the gloves. On the equity side of the Court, as your Lordship knows, he who seeks equity must generally do equity, that is to say, come to the Court with clean hands. I cannot exactly trace the custom in regard to the gloves, and all I can say is that in handing the gloves to your Lordship I trust that the community now appears before you with pure and clean hands, and long may it so continue. I beg your Lordship to accept the gloves.

The Registrar then handed a pair of white gloves to his Lordship.

His Lordship—Mr. Registrar, I am very much obliged to you. I think the occurrence of a maiden Assize is always a matter of gratification to all persons concerned in the administration of justice and I think I may say to the people of the place in which the occurrence happens. At the same time I suppose, remembering the old saying that "one swallow does not make a summer," we must not found too high expectations on the occurrence of a maiden Assize. Yet I think we may expect and, at any rate, hope that with the spread of education on the one hand and the action of the efficient police on the other, that crime will tend more and more to diminish. Gentlemen of the jury, I have to congratulate you both on public and private grounds that there are no cases for trial, and to thank you for your attendance. Mr. Attorney, you have no cases for trial; have you any other matter to bring before the Court?

The Acting Attorney-General.—No, my Lord.

The Court then adjourned.

SUMMARY JURISDICTION.

(*Before His Honour Mr. T. Sercombe Smith, Acting Puisne Judge.*)

September 18th.

FIXTURES.

The following cases are fixed for the respective dates:—

Thursday, September 24th.

1280.—Ng Wai *v.* Li Kai (Dissolution of Partnership).

1281.—Ng Wai *v.* Li Kai.....$ 256.66

1327.—Tam Chuen *v.* Tam Fung and On Wo Firm 367.00

Friday, September 25th.

1181.—Li Yik Loeng *v.* Sin Man Hop $.209.84

1215.—Sin Man Hop *v.* Li Yik Loeng 465.60

1303.—Gustav Atzenroth and another *v.* Choy Leong Chuen 731.55

The following case was adjourned for a fortnight:—

1312.—Dakin, Cruickshank & Co. *v.* O. A. da Cruz .....$ 11.55

The following case was adjourned *sine die*:—

1313.—Dakin, Cruickshank & Co., *v.* Yuen Kong Ku .....$ 23.00

The following cases were settled outside the Court:—

1308.—The Colonial Treasurer *v.* U. Cheung.....$ 37.50

1328.—Iser Singh *v.* Yuen Man Kwong 25.00

JUDGMENTS.

Judgment was given for the plaintiffs in the following cases:—

1289.—Gargon Singh *v.* A Bellera.....$	48.00
1298.—The Kwan Cheong *v.* The Sun Lung and another	451.41
1306.—The Colonial Treasurer *v.* Wong Kon	37.50
1309.—Tung King *v.* Chan Yuk-fan ...	15.00
1315.—Paker Singh *v.* J. E. Rosario ...	21.00
1318.—Buddo Singh *v.* Chok In Rao...	5.50
1322.—Colonial Treasurer *v.* Tso U. ...	42.74
1323.—Colonial Treasurer *v.* Tso Cheung	34.55
1325.—Colonial Treasurer *v.* Tso King.	357.85

SHIPPING AND MAIL NEWS.

MAILS DUE:

Indian (*Lightning*) 21st inst.
German (*Prinz Heinrich*) 22nd inst.
Australian (*Australian*) 22nd inst.
American (*Coptic*) 23rd inst.
American (*City of Rio de Janeiro*) 30th inst.
Tacoma (*Olympia*) 4th prox.
Canadian (*Empress of China*) 7th prox.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Hoihow	steamer	from	Canton.
Wingtung	„	„	Canton.
Pekin	„	„	Bombay.
Pathan	„	„	Kobe.
Taichow.....	„	„	Bangkok.
Progress	„	„	Touron.
Benvenue	„	„	Foochow.

Aggregating 9,329 tons register.

DEPARTURES.

Hydaspes	steamer,	for	Singapore.
Masagon.....	„	„	Shanghai.
Namoa	„	„	Coast Ports.
Ningchow	„	„	Shanghai.
Benvenue	„	„	Singapore.
Shanghai	„	„	Singapore.
Ceylon.....	„	„	Shanghai.
Hoihow	„	„	Swatow

Aggregating 14,957 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Tai-on	in	Kowloon	Dock.
Active	„	„	„
Afridi	„	„	„
Britannia.....	„	„	„
Peru.....	„	„	„
St. Mark	„	„	„
White Cloud	„	„	„
John Baisley	„	Cosmopolitan	„
Gaelic	„	„	„
Amarapoora	„	Aberdeen	„

PASSED THE CANAL.

OUTWARD—4th August—*Ettrickdale, Oak Branch.* 1st September—*Hertha, Hewick Hall.* 4th September—*Manila, Tanhal, Oceanian.* 8th September—*Antenor, Cam, Nellor (?).* 11th September—*Melbourne, Kintuck.* 13th September—*Arcanley, Cerus.*

HOMEWARD—11th September—*Bankmead, Bunda.* 13th September—*Balmoral, Sakhalin.*

Intimations.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held TO-MORROW, the 19th September instant, at 11.15 A.M., in the CHAMBER ROOMS, CITY HALL, for the Purposes of:—

Protesting against the action of the Telegraph Companies in suddenly raising their Rates for Europe and America 37½ % and 43.26 % respectively;

and

Nominating a Member of the Chamber for appointment to the Legislative Council.

With reference to the latter, any Member having a Candidate to propose will please communicate with the Secretary on or before NOON of MONDAY, the 14th September, in order that the necessary arrangements for a ballot may be made.

By Order,
R. CHATTERTON WILCOX,
Secretary.

Hongkong, 18th September, 1896. [1416

HONGKONG CRICKET CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING of the CRICKET CLUB, for the purpose of receiving the Committee's Report for the Past Season and electing the Committee and Officers for the Coming Season, will be held in the PAVILION on FRIDAY, the 25th September, at 4.45 P.M.

EDWARD A. RAM,
Hon. Sec., H.K. C. C.

Hongkong, 17th September, 1896. [1450

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTIETH ORDINARY MEETING of SHAREHOLDERS in the above COMPANY will be held at the HEAD OFFICE, Victoria, Hongkong, on SATURDAY, the 26th Instant, at Twelve o'clock NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last and of Declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th instant, both days inclusive.

By Order of the Board of Directors,
W. H. RAY,
Secretary.

Hongkong, 4th September, 1896. [1397

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above COMPANY will be held at the COMPANY'S OFFICES, on SATURDAY, the 26th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 26th September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 5th September, 1896. [1398

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in LONDON recently an INTERIM DIVIDEND of ⅞ PER CENT. was DECLARED on the COMPANY'S PREFERENCE SHARES for the SIX MONTHS ending 30th June, this being at the rate of 6 PER CENT. PER ANNUM.

The DIVIDEND WARRANTS will be ready on the 1st October.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant till the 1st October, inclusive.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 11th September, 1896. [1427

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that SCRIP CERTIFICATE No. 1,910 issued 29th May, 1886, for FOUR SHARES Numbered 6,661 to 6,664 in the above Company, standing in the Name of Miss ELIA PULCHERIA PEREIRA MARQUES, of MACAO, has been LOST, and should the same not be produced before the 30th instant, a NEW SCRIP CERTIFICATE will be ISSUED to the said Miss ELIA PULCHERIA PEREIRA MARQUES, and No TRANSACTION taking place under the said Scrip Certificate No. 1,910 will be recognised by the Company.

JARDINE, MATHESON & CO.,
General Managers,
HONGKONG FIRE INSURANCE CO., LTD.

Hongkong, 15th September, 1896. [1445

Intimations.

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

FOR SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"TOSA MARU,"

Captain J. B. Macmillan, will be despatched for the above Ports on or about WEDNESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 10th September, 1896. [1421

NIPPON YUSEN KAISHA.

FOR SHANGHAI, CHEFOO, JINSEN AND NAGASAKI.

THE Company's Steamship

"SATSUMA MARU,"

Captain F. L. Sommer, will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 17th September, 1896. [1453

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Germania*.....	To JAVA.....	Sept.
S.S. *Castius*.....	To JAVA.....	October.
S.S. *Federation* ...	To JAVA.....	Nov.
S.S. *Castius*.....	To JAPAN ...	Sept.
S.S. *Federation* ...	To JAPAN ...	October.
S.S. *Germania*.....	To JAPAN ...	Nov.

General Agents for China & Japan,
LAUTS, WEGENER & Co.

Hongkong, 22nd August, 1896. [1447

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain R. Cass, will be despatched as above on TUESDAY, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 17th September, 1896. [1452

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on TUESDAY, the 22nd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th September, 1896. [1435

"MOGUL" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.
(Calling at NAGASAKI if sufficient inducement offers.)

THE Steamship

"AFRIDI,"

Captain Golding, R.N.R., will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 17th September, 1896. [1456

"SHIRE" LINE OF STEAMERS.

FOR BRISBANE, SYDNEY AND MELBOURNE.
(Taking through Cargo to QUEENSLAND PORTS, ADELAIDE and NEW ZEALAND.)

THE Steamship

"MERIONETHSHIRE,"

Captain Davies, will be despatched for the above Ports on WEDNESDAY, the 23rd instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 14th September, 1896. [1015

Shipping.

STEAMERS.

FOR TIENTSIN.

THE Steamer

"FUPING,"

Captain Clemens, will be despatched for the above Port TO-MORROW, the 19th instant, at Noon.

For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 18th September, 1896. [1448

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"CHIHLI,"

Captain Newcombe, will be despatched as above TO-MORROW, the 19th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th September, 1896. [1430

FOR SHANGHAI.

THE Steamship

"LOONGMOON,"

Captain F. W. Schulz, will be despatched for the above Port TO-MORROW, the 19th instant, at 4 P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, 16th September, 1896. [1449

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"SUNGKIANG,"

Captain C. B. N. Dodd, will be despatched as above on MONDAY, the 21st instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th September, 1896. [1434

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

JAVA—CHINA—JAPAN LINE OF STEAMERS.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

THE Steamship

"GERMANIA,"

Captain Bendixen, will be despatched for the above Ports on MONDAY, the 21st instant, at 5 P.M.

Through Bills of Lading issued for all Ports in the East Indian Archipelago, Amsterdam, Rotterdam, Genoa, Marseilles, Antwerp, London, Naples, Leghorn and Trieste.

For Freight or Passage, apply to
LAUTS, WEGENER & Co.,
General Agents.

Hongkong, 17th September, 1896. [1454

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,
VIA STRAITS AND USUAL PORTS OF CALL.
(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OOPACK,"

Captain H. Sommer, will be despatched as above on or about the 22nd instant.

The Co.'s S.S. "PINGSUEY,"
Captain D. Davies, will follow the *Oopack* on or about the 6th October.

The Co.'s S.S. "NINGCHOW,"
Captain E. Warrall, will follow the *Pingsuey* promptly.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 17th September, 1896. [1406

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"IXION,"

Captain Nish, will be despatched as above on FRIDAY, the 25th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th September, 1896. [1389

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"RADLEY,"

Captain Tallack, will be despatched as above Ports on or about FRIDAY, the 25th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 17th September, 1896. [1455

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS,"

Captain Dickens, will be despatched as above on MONDAY, the 28th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th September, 1896. [1390

SAILING VESSELS.

FOR NEW YORK.

THE s/s A. I. I. American Ship

"CHARLES E. MOODY,"

Captain Leonard, is loading here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, 5th August, 1896. [1256

FOR NEW YORK.

THE s/s A I I American Ship

"SAINT MARK,"

Dudley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 28th August, 1896. [1257

FOR SAN FRANCISCO.

THE Ar. I. British Bark

"CASABLANCA,"

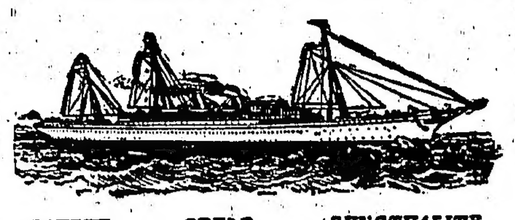
Cantley, Master, will load here for the above Port, and will have quick despatch.

For Freight, &c., apply to
SHEWAN, TOMES & Co.

Hongkong, 4th September, 1896. [1397

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.  1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 30th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th November.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points, and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 7th September, 1896. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Wednesday, 30th Sept., at Noon.
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 17th Oct., at Noon.
Doric (via Nagasaki, Kobe, Inland Sea & Yokohama)	Wednesday, 4th Nov., at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 30th September, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BURKEN, Agent.

Hongkong, 14th September 1896. [2

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES &c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [43

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 22nd Sept., at Noon.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama)	Thursday, 8th Oct., at Noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 27th Oct., at Noon.

THE U. S. Mail Steamship

"PERU"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 22nd September, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BURKEN, Agent.

Hongkong, 3rd September, 1896. [1

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. LYES FLUID THE BEST DISINFECTANT. DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 1st March, 1896. [9

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"KAISAR-I-HIND,"

Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 24th September, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Carthage*, leaving that Port on the 17th October for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 10th September, 1896. [432

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Victoria	3,167	Thursday ..	Oct. 1.
Olympia	2,608	Friday	Oct. 9.
Columbia.....	2,608	Tuesday ...	Oct. 27.
Tacoma	2,549	Tuesday ...	Nov. 17.
Victoria	3,167	Tuesday ...	Dec. 8.
Olympia	2,608	Tuesday ...	Dec. 29.

THE Steamship

"VICTORIA,"

Captain A. Love, sailing at Noon, on THURSDAY, the 1st October, will proceed to VICTORIA, (B.C.), and TACOMA, (Wash.), *viâ* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 14th September, 1896. 4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prinz Heinrich ...	Tuesday...	13th Oct.
Prussia	Tuesday...	10th Nov.
Sachsen	Tuesday...	8th Dec.
Bayern	Tuesday...	5th Jan.
Prinz Heinrich ...	Tuesday...	2nd Feb.
Prussia	Tuesday...	2nd March.

ON TUESDAY, the 13th day of October, 1896, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain Cuppers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 10th Oct. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 12th Oct. and Parcels will be received at the Agency's Office until NOON on MONDAY, the 12th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than $2 to and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 15th September, 1896. [1447

Printed and Published by CHENNELL DUNCAN at No. 2, Pedder's Hill, in the city of Victoria, Hongkong.